

HANNIBAL JOURNAL.

O. CLEMENS, Editor and Proprietor.

HANNIBAL,
THURSDAY, NOVEMBER 4, 1852

ALEX. CAMPBELL has written here to have an appointment made in Hannibal for him to preach next Sunday week. He will probably spend a day or two in this city, and then proceed to Paris.

REMEMBER
the Meeting To-Night at the
CITY HALL!
TO APPOINT DELEGATES TO THE
ST. CHARLES AND ST. LOUIS CON-
VENTIONS.

HANNIBAL AND NAPLES RAILROAD.—The communication of A. R. contains much shrewdly expressed truth, although it takes down this paper and the Messenger. The people of this section certainly ought not to forget the importance of that road. We have said but little about it, because we looked upon its completion as a foregone conclusion.

The democrats on Tuesday night made a mighty fuss over their 11 majority. Such a banging of cannon, such wear and tear of lungs, and such "tearing round" among the groceries, they could hardly have exceeded if they had got their 11 majority fairly.

THE ELECTION AT PALMYRA.
The following is the statement of the polls at Palmyra, up to 12 o'clock, on Tuesday:

Scott and Graham	108
Pierce and King	126
For Circuit Attorney,	
L. L. Hawkins	211
N. P. Minor	79

CITY HOTEL.
This popular hotel has been leased to Messrs. H. Hance and D. F. Jackson, both gentlemen well calculated to sustain and promote its good reputation.

LIFE AND SERVICES OF GEN. PIERCE.—We have received a curiosity, bearing this title. It came enclosed in the Louisville Courier. It is just two inches long, by one inch and a half broad, containing 16 pages. We read it through in two minutes and a half. Great man, is Pierce!

Flour.—When you want Flour, bear in mind that the "Arreana Mill" has a very high reputation. A. S. RONARDS & Son invariably sell good flour.

GEORGIA.—There were no less than 5 Presidential tickets in Georgia, namely: The Southern Rights Pierce and King ticket; the Union Pierce and King ticket; the Webster and Jenkins ticket; the Scott and Graham ticket, and the Troup and Quitman ticket.

RAILROAD MEETING.
The Messenger suggests that there be a meeting of our citizens this evening at the City Hall for the purpose of appointing delegates to the St. Charles and St. Louis Railroad Conventions. The former is to be held on the 10th of this month, to deliberate on the project of building a railroad from St. Charles to the Northern boundary of the State. Let delegates be appointed who are prepared to attend the convention in a spirit of liberality, and willing to go for that route which shall appear calculated to benefit the largest number and greatest variety of interests, or which will accomplish the most general public good. Of the two routes proposed, let that be chosen which shall appear best for Northern Missouri.

The St. Louis Convention, to be held next Monday week, will have before it the same subject, but on a more extended scale, and called the "Louisiana and Minnesota Railroad Convention."

At both these Conventions, we hope that sectional prejudice will be entirely thrown aside, and that every member will be actuated by an enlarged view of the true and permanent interests of Missouri and the West.

MAIL ROBBERY.
We yesterday met Capt. Carson, on the New Lucy, on his way to investigate a case of mail robbery. The robbery was committed by a mail rider near Fairfield, Illinois, who took eight land warrants and five hundred dollars in money from the mail bags. The stolen property was passed over to his three brothers, who sold one of the land warrants at Mount Vernon, about thirty miles distant, and the other at Pinckneyville. To prepare these warrants for sale, the robbers must also have committed forgery. Four of the warrants are located at Keokuk. Two hundred of the five hundred dollars stolen, were half sheet bills, and some bills of that character have been passed by the brothers, all of whom are now in jail at Fairfield, in default of \$2,500 bail for the principal, and \$1,000 for each of the accessories, and will be tried at Springfield in December. There is no doubt of their guilt.

NEW YORK CRYSTAL PALACE.—The Scientific American has a large, fine engraving of the New York Crystal Palace. It is evidently to be a magnificent structure.

CINCINNATI ATTORNEY.—We understand that Hawkins is 254 ahead in Palmyra.

CITY PROPERTY FOR SALE.—See J. M. Mills' advertisement.

SCOTT'S majority over Pierce, in Palmyra, is 36.

FROM KEOKUK.—Scott's majority at Keokuk is reported to be 49.

MILLER township in this county gave a majority for Scott.

NORTH MISSOURI RAILROAD.

Iowa and Wisconsin have a large and growing trade. The larger portion of this has heretofore been with the South; but increasing facilities for transportation North and East, together with the impediments in the Rapids, threaten to divert it from its natural direction. A railroad running through Northern Missouri, parallel with the river, and penetrating Iowa through Keokuk, would avoid the difficulty in the Rapids; accommodate Northern Missouri, Iowa and Wisconsin with a choice of markets; and would not be, as the St. Charles project is, liable to the objection of arousing the jealousy and opposition of Burlington, Keokuk, and those other most populous portions of Iowa lying on the river bank. We presume that few now think seriously of improving the Rapids by blowing out the rocks. This would require years of labor and an outlay of millions of dollars. Yet they are a most serious commercial obstacle. Freight from St. Louis to Nauvoo is 15 cents a hundred when boats can pass over the Rapids; it is 75 cents a hundred when they cannot. A railroad is proposed around the Rapids, on the Illinois side, from Rockford down to Warsaw, five movements in its favor, will make friends in Iowa for our Railroad.

The St. Louis people will favor a railroad anywhere that will benefit them, injure whom else it may; and so it contribute to the welfare of ST. LOUIS, they would as soon see a Railroad built in Illinois as in Missouri—their pride of State is swallowed up in their higher pride of city. Hence, they liberally proffer aid to the Rockford and Warsaw Railroad, while they move heaven and earth to make St. Louis the terminus of the Hannibal and St. Joseph Railroad. They would doubtless be glad to see a railroad built from their city, extending the whole distance to the boundary line of Iowa; but so it intersects the Hannibal and St. Joseph Railroad, their present purpose will be accomplished, and they will allow the remainder of the project to slumber awhile, so far as they are concerned. If the back track should be the one chosen, it is not probable that the road will be built beyond the point of intersection with the Hannibal and St. Joseph Railroad for a good many years to come—perhaps never. This is our answer to the Bloomington Republican's argument that the interior ought to be accommodated with Railroads. In other words, counties above the line of the Hannibal and St. Joseph Railroad, are not likely ever to be benefited by the North Missouri Railroad, if built on the interior route; their most reliable dependence is plankroads—the farmer's road—connecting with the Hannibal and St. Joseph Railroad on the South, and the river route, or Louisiana and Minnesota road on the East.

DEMOCRATIC MEETING.
Last Monday night the Democracy had a sermon preached to them by Jas. S. Green, an exhortation followed from Col. Richmond, and Wm. P. Harrison closed the meeting with a benediction. At least these were the terms facetiously given by the speakers themselves to their several parts. Mr. Green, however, we should judge from his misrepresentations, had been called to preach by the wrong authority. For instance he had a great deal to say about a large appropriation to the Quarter-Master General's Department, under Fillmore's administration—apparently quite oblivious of the fact that the debts incurred during the Mexican War had to be settled. He said a good deal about Corwin acting as counsel, and being interested in the Gardner claim, and deciding on it, as Secretary. Now it happens that a Democratic committee, appointed by the House, to investigate the matter, acquitted Mr. Corwin of all blame. They reported the claim fraudulent, but said there was no evidence that Mr. Corwin knew, or could reasonably be supposed to know it to be so; that he sold out his interest before he became Secretary of the Treasury, and not only refused to act any further as counsel, but even refused to consult with those employed to prosecute the claim. Under these circumstances, Mr. Green's charge must be branded as slanderous.

BIG DOING.
At night, last Tuesday, apparently laboring under the hallucination that the Ralls county folks, by swelling the democratic vote of this township to a small majority, had elected Pierce, the "unterrified" rolled out some far barrels on the Levee, and set the small boys to make a great light to attract an audience for Mr. James S. Green, who with face newly shaved and washed, and hair slickly combed, harangued the Democracy on their glorious election majority. There was such an uproar, however, from the boys that nothing could be heard. After Mr. Green, Mr. Harrison talked as well as he could for the noise and confusion.

FROM QUINCY.—By a passenger on the New Lucy, down yesterday, from Quincy, we learn that Pierce's majority in the Quincy precinct, is 180; Richison's majority over Browning, 126. This is a large falling off in the Democratic majority, that party having heretofore polled four to five hundred votes over the Whigs.

SEVEN Free Soil votes were cast at Keokuk on Tuesday.

OUR friend J. Bower is now captain of the New England. He complains that he is losing his title. He has been Major Bower from time immemorial—he is now only Captain Bower.

WE learn from Tuesday evening's News, that the election in St. Louis was one of the most quiet that has ever been known in that city.

"CONNUBIAL BLISS."

What a world of trouble those who never marry escape! There are many happy matches, it is true, and sometimes "my dear" and "my love" come from the heart; but what sensible bachelor, rejoicing in his freedom and years of discretion, will run the tremendous risk?

Preachers of temperance do not look for warning examples among moderate drinkers; but they point to the bloated, reeling drunkards he who sleeps in the gutter at night, and cannot tell to-day, where his crust of bread is to come from to-morrow; who is a reproach to his relations; a terror to his family; a fugitive from the post given him by God in this life, a hastener to his grave, flying to the "ills we know not of;" relentlessly, mercilessly pursued, in sight of his last resting place, by serpents, and by horrid monsters in every shape, created and living in his own fiery imagination—imaginary, fancied and unreal to all else—to him a terrible reality.

Temperance men point to examples such as these, and say beware! beware! beware!!! lest you come to that. So we pass by the less squabbles of married life, and hold up to view an example of an extreme case of matrimony. A squallid family living on the side of "Holly-day's Hill" is under the protection of a big fellow who once in a while, say about every afternoon, gets drunk and "cuts up" considerably. Sometimes he gathers the baby and goes staggering and stumbling and pitching about over the hill, to the great dismay of his wife. Having amused himself in this manner till tired, he lays down the child, and "lams" its manna; and if the unwashed, two-headed boarder, who stands by with his hands in his pockets, offers to interfere he "lams" him too. Within a few days past, his amusements of this sort have been charmingly varied—such as taking sheets and dresses from the clothes line, and tearing them into ribbons; smashing up the cooking stove; throwing a brick at his wife's head, and chasing her around the house with a ten foot pole. Quite a contrast, doubtless the poor woman thinks, when her mind wanders back to the courtship and the "honey-moon!" Well, we are all subject to change—except printers; they never have any spare change.

Returns

Of the City Election, held on Monday:				
Names.	1st.	2d.	3d.	Total.
For Mayor,				
Selmes,	117	66	85	268
Harrison,		1		2
Arnold,		1		2
Block,				1
For Recorder,				
Holt,	64	54	64	187
Conway,	40	14	15	69
Lewis,	12	1	7	20
Willis,				1
For Marshal,				
Hawkins,	53	34	49	136
Curt,	57	26	28	111
Jordan,	22	14	18	54
For Attorney,				
Green,	67	65		232
Allen,	15	3		18
Block,		1		1
For Councilmen,				
1st Ward,				
Ruffner, 50	Westfall, 44	Strong,	22	
Harth, 40	Snider, 52	Martin,	42	
Holton, 40	Kunkel, 41	Dowling, 60		
Settles, 50	Brown, 37	Westfall, 39		
Stover, 37	Brown, 37	Epperson, 19		
Lively, 4	Brown, 37	Bridgeford, 12		
Insel, 11	Brown, 37	Gano, 57		
		Collins, 10		

N. B. The totals, and the votes for Councilmen are correctly given above—there are several slight errors in the returns from the different wards for other officers.

List of City Officers for the year 1852-3:
Mayor—T. R. Selmes.
Recorder—L. L. Holt.
Marshal—B. M. Hawkins.
Attorney—M. P. Green.

Councilmen.
1st Ward—Thomas Brice, Robt. Ruffner, A. J. Settles.
2d Ward—F. Snider, H. Westfall, A. S. Robards.
3d Ward—J. D. Dowling, A. G. Gano, H. Martin.

The Presidential Election.
The official returns from this township, present the following result:

Pierce and King	206
Scott and Graham	285
For Circuit Attorney,	
L. L. Hawkins	421
N. P. Minor	111

Some whigs, confident the State would go for Pierce, did not vote. Wm. Priest brought up a delegation of 25 democrats from Ralls county; there were three from Macon, several from Randolph, and every township in the county we understand, had a democratic representation at our polls. The truth is, the Democrats had sworn that the vote of this township should be given to Pierce, and they called in aid from every quarter.

CITY ATTORNEY.
Mr. S. S. Allen requests us to correct a misapprehension likely to arise from the published report of the recent city election. He was not a candidate for the office, was away from home on Monday, and previously to going had positively refused to run. One reason was, he was not eligible, not having lived here two years. A man naturally enough dislikes to be published as a defeated candidate, when he was not a candidate at all.

North Missouri Railroad.
Last Monday the people of Monroe county met for the purpose of sending delegates to the St. Charles Convention. Their hope is that the North Missouri Railroad will run through Monroe county.

Free Soil Tickets in Illinois, N. Virginia.

In Illinois, there was a full officers, and for members of C. districts; and also a "Hale and Presidential electors." It is as follows: State at large, Rufus Lumery; 1st district, Amos Throop; 3d, 4th, A. D. Reed; 5th, John Turner; 7th, J. York; 8th, V. 9th, Cyrus Danforth.

A correspondent of the N. from Snow Camp, North Carolina, stated that a free soil convention was held at New Salem, N. C., on the 10th of October, on the electoral ticket for Hale and Rye, of Woodstock, Virginia, following, as the Free De ticket agreed on in that State. For President—John P. H. shire.

For Vice President—George Indiana.

Electors for the State of Virginia, S. M. Bell; 21, Joseph G. Smith; 22, John T. Smith; 23, Milton Hookman; 24, P. J. Pratt; 25, Todd; 26, David Hottel; 27, John Gilman; 28, John Green; 29, John Parkinson; 30, J. W. Scott.

For the Journal.
Mr. Editor: I observe that your paper, and the Messenger of this city, have made a call upon the citizens to hold a meeting this evening, to appoint delegates to the St. Charles Convention. This Convention, you are aware, is to promote the construction of a road from St. Louis, via St. Charles, to the northern boundary of this State; and thence, by the pretensions of its St. Louis advocates, to Dubuque—and to be baptised into the name and scheme of the great route from Minnesota to New Orleans. Now, independent of the "humbugger" of the scheme, you and the country ought to know that, for two substantial reasons, this road, if ever, cannot be built in the time of the present generation. First, the stock of no such road can be remunerative; for, as is well known to the Pacific Railroad Company, no crossing, by bridge, can ever be made over the Missouri river, and this impediment will destroy the value of its stock, by whomsoever taken. But, secondly, we may not expect another grant of lands to this State, for these purposes—and with the present engagements of the State, sober-minded persons cannot, nor will not involve it for any other improvements, until the experiment of the two roads, which she is now advising, shall be fully developed.

But above all, can you not see that the project of the "North Missouri Road," is got up and intended, to divert from, and subvert, the Hannibal and St. Joseph Railroad—that it is a "rub to the whale?" Will you, voluntarily, aid parties in the humbugger of impracticable schemes? surely not.

But sir, one of the potent arguments for this "Whitney scheme," is to enable the commerce and travel of Iowa and Northern Missouri to reach navigation, below the impediments of ice, in the Mississippi river—a very desirable consideration. But shall we abandon a thing, practicable, and altogether within our reach, and go off in search of a gigantic, and almost impracticable enterprise—when we can accomplish the same thing, at the merest fraction of a line? Can you not see, that when a line of road from this city to Naples—only thirty-two miles—is made, that all Northern Missouri will have a continuous line of Railroad, via, the great Central, to the north of Ohio? Who now doubts the completion of both the Hannibal and St. Joseph Road, and the great Central, with all the branches these may form? No one, I think, can doubt. When these are done—and long before—who can doubt the early completion of the link between Naples and Hannibal—only thirty-two miles—will it be built? If yes, then we have the line, without crossing the Missouri river, or the cost of a road 1,000 miles long.

Exchange and Banking House.

See the advertisement of Messrs. BLANCHARD & WHITNEY. Until their banking house, now being constructed on the corner of Bird and Main streets, shall have been finished, their office will be in Commercial Row, in the house formerly occupied by Wm. Hawkins.

Hogs.—The Intelligence says that the prospects for pork packing in St. Louis are very gloomy; that although packers are not anxious to pay \$4 gross or \$5 net, very few No. 1 hogs can be obtained at that price, because that amount is being paid in the country.

The Gardner Claim.
The Democratic Committee (two of the three were Democrats) appointed by the House of Representatives, to inquire into Mr. Corwin's connection with the Gardner claim, acquit him of all blame in the matter.

The New Lucy.
This splendid new boat arrived at our wharf for the first time last Tuesday. Her cabin is magnificent, and she is altogether the finest boat we have seen on the Upper Mississippi. The New Lucy is commanded by Capt. James H. Johnson.

SALE OF CITY PROPERTY.—See JAMES M. MILLS' advertisement.

HATS & CAPS.—Our young friend, James P. Morris, is an artist with a fine lot of Hats and Caps. Give him a trial.

The whole of the Russian army is ordered to march tomorrow in memory of the Duke of Wellington.

HANNIBAL JOURNAL.

by Samuel Clemens

Nov. 4, 1852

p. 2, col. 3

"Connubial Bliss"

Left the porch and went through the yard gate, through the lot at the extreme northern part, and found a horse tied to the plank fence, with a saddle, bridle and martingales on him; from the looks of the horse and trappings, I believed that some white man had rode him there. It was so dark I could not tell the color of the horse. I opened the gate and turned him into the yard; the horse was in a foam of sweat; I staid on the ground for a few minutes; then I got into an old barouche near where the horse was hitched, for the purpose of ascertaining the rider; the length of time I remained in the barouche, I cannot say, but some time; I went to the house and laid down with my clothes on. I frequently rose and went out to see what was there, when I heard the dogs; either the third or fourth time I went out, I heard the gate shriek between the two old log stables; this was alarming the spot where I found the horse; I made considerable search, but no discovery; I then returned to the house and lay down with my clothes on; some time afterwards my first dog commenced barking to the South or South-west direction. I arose and went to the south end of the porch, and cast my eyes to the south-west direction, and though I saw something pass northward between the palings, I went into the house, took down my gun, returned to the porch, and went northward for the purpose of seeing the object I had seen at the southwest; I believe I saw something in the direction of the palings, going northward; I thought I saw the same object passing, until it intersected with the post and railing; about this time I halted; called aloud, stop, stop, stop; then I could not see the object on account of a gate post and two other posts. Running in a different direction, I saw or discovered no object, but thought I heard something passing in haste northward.

I then threatened the thing, be it what it may, that if it did not stop I would shoot. This noise I heard and shot at, was at the west side of the post and railing fence; the yard palings were between. At this moment I shot. I then advanced from the corner of the house toward the gate which led into the lot. At this time my grandson overtook me and said, "Give me the gun, I will stop him." He then went into the lot. I then given him the gun. He advanced twenty yards, and said, "Where is he?" I told him he was on the west field side of the fence. I remained in the yard at this time. My grandson called out, "Who are you?" A voice answered, "I am Redman's man." I then went through the gate in the direction I had heard the voice. I heard a voice say, "I am shot!" I believe it to be the same voice I had heard before. I then went up and found the boy standing up, holding to the fourth rail of the fence, with his cap in his hand. One of us was shot. He said, in the mouth. I then got over the post and railing on the same side with the boy. I tried to see his face, but it was so dark that I could discover nothing. I then put my hand on his mouth and chin, and found moisture. I think I told my grandson to take him to the kitchen; the grandson asked me to go for a light; told my grandson to go to the pasture and get his uncle's mare, and go for the master, James Redman. When he came, I told him to go by way of Lewis' and send him for Redman, and told my grandson to go for Dr. Gibson. The Doctor came with my grandson, and Redman with Lewis; saw the Doctor prober, but knew but little of it at the time I discovered the thing. The room was so darkened by the smoke, that I could not see the object distinctly, but think it was from fifty to sixty yards from where the boy was shot; the distance from where I stood to the boy, when I shot, was fully fifty yards, and across the yard palings and the post and railing fence of six rails.

At the close of the case, Mr. Bates, counsel for Gardner, moved his discharge. The Justice, in rendering his decision, stated that the defendant was certainly not guilty of the crime charged against him in the affidavit and warrant. He took the case under advisement, and subsequently held Mr. G. to bail in the sum of one thousand dollars, to answer any charge the Grand Jury might find against him, which was promptly given.—[Republican.]

New York Crystal Palace.

A description has been published of the New York Crystal Palace for an exhibition of the industry of all nations. It is to be built exclusively of glass and iron, with the exception of the floor, and is to be in the form of a Greek cross, surmounted by a dome at the intersection, 100 feet in diameter, and including the lantern, 149 feet in height. The building is to be placed on the Reservoir Square, at the northern extremity of the city of New York, west of the Croton Distributing Reservoir, and between it and the sixth avenue. The length and breadth of the building, measuring by each diameter of the cross, will be 365 feet, and the width of each arm of the cross 119 feet. The extent of the ground floor will be 111,000 square feet, and of the galleries 65,000 feet, making a total of 176,000 feet on four acres.

MARSHFIELD, Oct. 29, P. M.
The funeral of Mr. Webster was attended to-day by fully ten thousand people. Among the prominent men present we noticed Gov. Marcy, Abbott Lawrence, Gov. Boutwell, ex-Chancellor Jones, of New York, Franklin Pierce, of New Hampshire, and Judge Sprague. The services were performed by Rev. Mr. Malan, an orthodox clergyman, and were brief and simple. The remains were buried on Mr. Webster's own ground, at Marshfield, with those of his first wife and children.

CAPE GIRARD, Oct. 31.
Dr. E. W. Harris was attacked by cholera last night; will die in a few hours. The same disease has broken out in a German family. One death, one expected to die every minute, and one just taken.

CINCINNATI, October 27.
The uptrain on the C. & O. Railroad, at New London, ran over a cow; the cows were thrown off the track and six badly injured, and seven persons seriously hurt, but not fatally, among them was Thos. Richardson, of this city.

CITY RAILROADS.
The Railroads which have been constructed in New York city, have not, as yet, relieved the principal street—Broadway. It is almost impossible for pedestrians to cross Broadway below the Park during any time of the day between 7 A. M. and 8 P. M. Females are in danger of losing their lives while crossing; they have to run for life or death. It has been calculated that 500 omnibuses pass a single point in Broadway every hour, or more than eight every minute. It is easy to see from this that it is almost impossible for persons to cross from one side of the street to the other. To relieve the street, it is proposed to build a railroad with a triple track, each 4 feet wide, and to employ 120 cars, so as to despatch one every minute each way, or 60 an hour; and it is said that these cars will carry more passengers than all the omnibuses. It is proposed to lay down a grooved rail that will not interfere with carriages. A single horse has drawn thirty tons at the rate of 6 3/4 miles per hour on the Baltimore and Ohio Railroad, and it is contended that the great amount of load which a horse can draw on a railroad, in comparison with what it can draw over our paved streets, should at once lead every reasonable person to give his support to the railroad for passengers, in preference to the omnibus.

On the other hand, the owners of property assert that a railroad will injure the character of the city, and that it is a public thoroughfare for promenade and pleasure. Science, progress and reason, appear to be on the side of those who advocate the railroad, but the only arguments which can safely be applied, are those of facts. If a railroad is more dangerous, does not look well to the eye, (this is for the taste of the promenaders) and is more inconvenient for private carriages, so as to prevent them passing through Broadway for business or pleasure; in short, if the advantages of the railroad are less than the present omnibus system, it would be folly to build one; here lies the gist of the whole question. Every person can see that some reform is required to remove the obstruction to the free crossing of the street; what shall that reform be? Is the question; the only rational one is the railroad.—[Scientific American.]

Attack of three thousand Savages upon an American Brig.

We learn (says an exchange) by private letters from Rio de Janeiro, that the American brig Mary Adelaide, A. Oaksmith, of New York, Master, arrived at that port on the 6th of August, from the coast of Africa, where she had a most perilous and thrilling adventure with savages on the river, with a valuable cargo from Rio Janeiro, and, on rounding Stark Point, unfortunately got aground near the shore. The natives seeing her helpless condition, flocked to the scene to plunder the vessel, and in the course of the day their numbers amounted to some three thousand. They made a furious and savage assault upon the vessel, which was most bravely and gallantly defended by the captain and his crew for some hours, till the British armed brigantine Dolphin, which was fortunately in the river, came to his rescue, and saved the vessel and cargo, and the lives of all on board, though not without the loss of life on the part of the savages. On the following day the British steamer Firefly came into the river, and promptly rendered every possible aid, together with the Dolphin, to relieve the Mary Adelaide, which was at length got afloat, and enabled to pursue her voyage without much loss or damage.

RAILROAD SURVEY COMPLETE.—We had the pleasure of a visit on Thursday afternoon from Mr. C. F. Brown, assistant engineer on the Pacific Railroad. His survey commenced at Jefferson City, running along the bank of the Missouri river to this city, a distance of forty-five and a half miles, thence along the bank of the river to the mouth of the Loup river—up the Lamine to the mouth of Blackwater, and from there to Salt Fork in Saline county, running about four miles south of Marshall, and in nearly a direct line to Lexington. His route connected with that run by Mr. Stewart, from Kansas down, near Jonesboro, in Saline county. The distance, by the river route, from Jefferson City to Kansas, by this survey, is one hundred and fifty-one miles, and from Jefferson City to St. Louis, one hundred and twenty-two miles—or five miles and a half shorter than any route yet surveyed!—and the cost of construction supposed to be from \$1,500 to \$2,000 per mile cheaper than any other route. The whole distance by this route from St. Louis to Kansas is two hundred and seventy-three miles, and it can be built for about half a million dollars less than any other road. This looks very encouraging to the friends of the river route. With the large subscriptions they have made to the road, and the diminished price at which it can be constructed, they have confidence that it may be located on this route.—[Boonville Obs.]

New York Crystal Palace.

A description has been published of the New York Crystal Palace for an exhibition of the industry of all nations. It is to be built exclusively of glass and iron, with the exception of the floor, and is to be in the form of a Greek cross, surmounted by a dome at the intersection, 100 feet in diameter, and including the lantern, 149 feet in height. The building is to be placed on the Reservoir Square, at the northern extremity of the city of New York, west of the Croton Distributing Reservoir, and between it and the sixth avenue. The length and breadth of the building, measuring by each diameter of the cross, will be 365 feet, and the width of each arm of the cross 119 feet. The extent of the ground floor will be 111,000 square feet, and of the galleries 65,000 feet, making a total of 176,000 feet on four acres.

The masonry contracts were signed on the 4th of September, by the terms of which the foundations were to be completed on the 21st of October, at which time, under the iron contracts, the delivery of the castings was to commence. The entire work is to be completed in season for the opening of the exhibition on the 21st of May, 1853.—[Rep.]

Boston, Oct. 27—P. M.
Mr. Webster's remains were removed yesterday to the library. Gov. Boutwell will attend the funeral.

The Webster Executive Committee, last night, after various propositions for future action, resolved to proceed in political matters the same as if Webster were living.

Elisha Wright was acquitted of aiding Shadrach in the rescue.

Arrival of the Washington.

New York, October 27, A. M.
The Washington arrived at half past ten o'clock. On the 11th cotton was in good demand, 8,000 bales sold at a shade higher, on the 12th 10,000 bales sold; spoke the Pacific off Liverpool, on the morning of the 15th.